

H.M.S. *Orpheus* is due at Singapore on the 21st inst. The ships for which she is bringing out relief crews will probably pay off and recommission on the 1st January next.

The North British and Mercantile Insurance Co. of which Messrs Shewan and Co. are the local agents, mark the flight of time by a chaste movable desk-calendar.

To-morrow afternoon, on the Happy Valley, in connection with the Hongkong Football Competition, I. Company, R.B., will play 12th Company, S.D., R.A.; kick-off at 4.15.

At the Regular Meeting of the Ethon Mark Lodge, No. 264 E.O., held yesterday afternoon, Bro. P. R. Simmonds was elected W.M. for the ensuing year; Wor. Bro. A. O'D. Goudin was re-elected as Treasurer; and Bro. J. R. Gribble as Tyler.

It is reported from Japan that the Minister for the Navy, Marquis Salgo, has resigned, and that Count Kobayama, the Governor General of Formosa, will take the vacant place in the Cabinet. There appears to be very little fixity in the Japanese Cabinet. Scarcely a day passes without change or rumour of change.

A Chinese small-footed woman named Cho Tean, arrested yesterday on a charge of kidnapping, was being taken up Pottinger Street to the police station in a chair, when she seized the opportunity to cut her throat before anybody could reach her. She was hurried down to the Government Civil Hospital, but died on the way. The body was sent from the hospital to the mortuary, and an inquest will be held.

Two fires this week drew out a number of Chinese into the streets without lamps or passes, inequities (or acquiescences) overcoming prudence. About thirty coolies were punished with small fines at the Magistracy yesterday and to-day for simple breach of the regulation; and one of them was sent to goal this morning for two months for stealing a number of his basins from No. 27 Queen's Road Central, where the fire was on Monday night.

Messrs A. S. Watson and Co. are sending out a pretty Calendar for 1896. It is very appropriately embellished with Oriental scenes, but we regret the beauty these scenes depict are not more often met with in this benighted part of the world. Accompanying is a handy pocket-calendar, which, besides giving useful local information, has the additional merit of being a counteragent to Hongkong's justly-celebrated sewer gas.

At the Magistracy to-day, before Mr Sercombe Smith, a Chinese water-pipe thief was sent to goal for three months for extorting money. He went to a Chinese householder whose water-pipe had been examined by Mr Miller of the P.W.D.; it was slightly defective, and required repairs. The swindler offered for \$5 to use influence with Mr Miller and stave off a prosecution; and the householder, believing this to be the usual way Hongkong officials do business, paid over the \$5.

We learn from the north that the *Strathgairn* had 125 passengers on board when she left Tacoma, most of them being Chinese merchants. The master is Captain James Pettie, and the other officers of the ship are—J. S. Duncan, chief officer; W. Robertson, second officer; W. Macfarland, third officer; J. Ross, chief engineer; O. Bell, second; L. Gutter, third; and J. Love, fourth engineer; and J. McDonald, purser. The *Strathgairn* was launched at Newcastle-on-Tyne in July 1894, and her net tonnage is 2,395. She has triple expansion engines, surface condensers, and about 1,600 effective horse-power.

Tuzza is no such thing in Japan as 'freedom of the press.' The censorship is strict, and it is not so very long ago since thirty or forty vernacular newspapers were suspended for giving free expression to their views on the political situation. Day after day, since then, some one or other of the native papers comes under the ban of the censor, who has the power to suspend any publication for containing any article, which, in his opinion, is 'prejudicial to the public peace.' Perhaps it is as well that some check should be kept upon our mercantile friends, in the interests of public safety, but it seems to us public opinion would reach a higher plane if the press of the country were allowed more freedom than at present.

About four o'clock this morning the fire at the rice godown, 110 Praya West, broke out afresh, having evidently smouldered unnoticed since Monday morning among the heaps of rice bags and debris. The flames were not very high, and the cooler which was used to keep the rice in the godown was well used in the fire. Stationary men came pulling the engine; were not wanted. The men of the Brigade found no difficulty in getting their engines to the spot just the same; but fresh water cannot be used even if there was any, and the harbour water is difficult to get at on account of the condition of the Praya Basin. Thus it is impossible to get water very quickly at this time. However, the outbreak today was not very serious, and was easily extinguished.

Duncan, Gutter, Macfarland, Ashby, and others were sent to the fire at the rice godown.

REPORTED NEW MOVE BY CHINA.

REMOVED PURCHASE OF A FOREIGN FLEET.
(Special Telegram from Our Correspondent.)
Shanghai, Thursday, Dec 10, 4.25 p.m.

It is reported here that the Chinese Government is engaging a large number of Englishmen to proceed abroad to bring a fleet into Chinese waters.

It is believed that the Chinese fleet is to be purchased.

[We can scarcely believe that the Chinese Government intends to take such a foolish step, but it is not improbable that some official has been thinking over ways and means and has come to the conclusion that there is a splendid opportunity of feathering his own nest. The Chinese Government has already sold the *Emeralda* (protected cruiser) to the Japanese Government, but have still 'on hand' the small battleship *Capitan Prat* (6,900 tons), built at La Seyne; the ironclad *Almirante Cochrane* (3,500 tons), built at Hull in 1874; two second-class cruisers *Presidente Buzarvis* and *Presidente Pinto* (2,080 tons), built at La Seyne; and the cruiser *Blanco Encalada* (4,600 tons), built at Elswick in 1893. This latter vessel with natural draught has attained a speed of 21.75 knots, and with forced draught 22.78 knots. There is also a port defence cruiser (the *Huascar*) and a few small cruisers. In the beginning of the present year, the Chilean Government were having built 3 armoured clads, 4 dock-protected cruisers, a small torpedo flotilla and several small cruisers of the gunboat class.—E.R., G.M.]

MORTALITY AMONGST CANTON OFFICIALS.

DEATH OF THE ACTING GOVERNOR.
A special telegram from Canton received by the *China Mail* (Wah Te Yat Po) yesterday morning announces the sudden death of H. E. Shing Wan (a Manchur), the Provincial Treasurer of Canton, whose death occurred on the morning of the 18th inst. Treasurer Shing's death is attributed to natural causes. It will be remembered that the deceased was lately appointed by an Imperial Decree to act temporarily as Governor of Canton in place of Governor Ma, deceased.

QUARANTINE STOPPED IN JAPAN.

The following telegram from Her Britannic Majesty's Minister at Tokio, Japan, has reached us through the Hongkong General Chamber of Commerce:—
'Tokio, December 17th, 1896.

'To the Governor, Hongkong.
'Medical inspection of ships ceases from to-day.—S.A.W.'

THE NEW CHIEF JUSTICE.

His Record.

The announcement made by Reuter that Mr John Worrall Carrington has been appointed Sir Fielding Clarke's successor as Chief Justice of Hongkong will occasion some surprise. It was generally thought that Mr W. M. Goodman, our popular Attorney General, would have been raised to the bench, and we believe his promotion would have been acceptable to the Colony because of the able manner in which he discharged the high and responsible duties of the position after the departure of Mr Acland, who was then holding the sitting appointment. It has pleased the Colonial Office to transfer Mr Carrington from British Guiana to Hongkong, however, and we can only suppose that other promotion has been reserved for Mr Goodman. Our new Chief Justice has had a long and distinguished career in the Colonial service, chiefly in the West Indies, and his abilities have been recognised by the Universities of Durham and St. Andrews. We take the following record from the *Colonial Office List*:—

Carrington, John Worrall, Q.C., F.R.G.S., O.M.G. (1863), D.C.L., LL.D.—Ed. Codrington Coll., Barbados (S.O.C., 1869), and Linc. Coll., Oxon (B.A., 1872; M.A., 1873); called to the bar, Lincoln's Inn, June, 1873; acted as judge, assistant judge of appeal, Barbados, 1874-75; J.P., 1874; member house of assembly, 1874-81; solicitor-general, 1873; again acted as judge, assistant judge of appeal, 1879; and as attorney-general, 1880; Hon. LL.D., St. Andrews, 1880; Vice-president of the education board, and of the Board of Health, and received the thanks of government for services in connection with education; chief justice, St. Lucia and Tobago, 1889; on special duty as acting colonial secretary, Grenada, 1892; administered government of Tobago, 1893 to 1895; prepared revised edition of *Tobago Laws*; acting chief justice of Grenada, 1895; in 1897-9 prepared a new edition of the *Laws of St. Lucia*; Attorney-general, British Guiana, Dec. 1898; Chancellor of the diocese, 1890; engaged, 1891-2, in settling the agreement of British Guiana with the Government of the Netherlands, and in the settlement of the boundary between the colony and the Netherlands; and of the special ordinance committee, 1893-4; major in the British Guiana militia, 1895. In 1894 prepared a Bill, and revised edition of the *Laws of British Guiana*.

W. Robinson and Co. make a special feature of Selling Plants and Ornaments on the Easy-Payment System.

Richard P. French—The most in the World—Young and strong, and healthy. Sole Agent, W. Robinson and Co.

MUSICAL NOTES.

Here I am again, Mr. Editor. I have actually got something to write about, in the musical line. I'm not going to worry the hard-working committee (N) of the Philharmonic Society either. Oh, dear no; nothing so cheap (though I have heard that they want my 'blood'). I shall put them up in future instead of telling the truth. It might make them all work harder and improve the next concert. I am sure I express the feelings of the musical public—hope so. I understand that the first instrumental practice for the next concert was held on Monday, and that they are to be on one week for the present. I wish them every success, and I trust they will give us a first-class concert later on. Lots of practice, and the management of the Orchestra left to the conductor surely, will ensure this. Oh, and by the bye, less of a circus on the stage with the piano.

And now I must answer Mr. Meason's letter. For he did a very unwise thing in not replying to my remarks. I am sure it is most gratifying to learn that the Society is so well off financially. I never queried it. I think if he looks up my paragraph he will see that I referred to the concert. The concert-going public of Hongkong may expect, now that the Society is not poor, some flowers on the stage, a platform for the Orchestra and something about a cheap box for the Conductor's stand.

I understand the A.D.C. purpose putting on Sullivan's *Trist* by J. J. early in February—the musical arrangements under Mr. Orange's charge. I believe it is Mr. Orange's idea to get as far as possible an Amateur Orchestra, but not too large a one. I think this is a plausible idea, and it deserves to meet with every success. The A.D.C. are to be congratulated on their selection, and there is not the slightest doubt that the short opera will be properly produced by them.

Mr. George Gribble's Organ Recital at the Union Church on Tuesday was successful and enjoyable in every way, with one exception. I refer to the instrument, which did not appear to speak so well or to be in such good order as at the former recital. However, everything was of the best music, and singing. He was exceptionally fortunate in obtaining the services of three such good vocalists as Mrs. Secho, Miss Lambert and Mr. Ernest Miron. The last-named opened the vocal part of the programme with Bach's 'Gounod's' Ave Maria. This new-comer deserves a first place in the ranks of first tenors and has a fine and particularly melodious high tenor voice, his top notes being attractively sympathetic. He sang well, but whether he was nervous or did not quite know his piece I am sorry to say he did not do justice towards the end. I am afraid I cannot give too much praise to Mrs. Secho and Miss Lambert. The former, who sang the extremely difficult *Requiem* and *Aria* 'Benedictus Zim' from Bach's *Oratorio*—and without her music—made the Church ring with her fine contralto. In fact she sang, I think, better than I have heard her before. Her singing showed great thought, and careful study, and her lights and shades, especially in *Cornelius* *Oratorio*. 'The Kings' were highly appreciated. There is no doubt the acoustic properties of Union Church are the finest of any building in the Colony. Miss Lambert as a soprano, I think, is admitted to be in the first rank in the Colony, and always delights her hearers. Her selection of 'Glory to Thee, my God, this night' (Gounod) was a happy one, and suited her admirably. I am afraid she also suffered from nervousness, but this did not detract from the effect, if anything rather enhanced it. I am looking forward to hearing her again soon.

All the Churches in the colony I understand are hard at work on Christmas Services, so we may look forward to something good. At St. John's on Christmas Eve we are to have a Carol Service at 8.30 p.m. Two Organ Solos (Mr. May), 'Comfort ye my people' (Handel's *Messiah*), Mr. Sprague, and several carols by the Choir. I would strongly recommend everybody to turn up.

The Committee of the Smoking Concert Club are to be congratulated on giving such an enjoyable Concert to begin the season with. Three new good men made their debut before the critical (!) audience. I refer to Messrs Grafton, Cole and Aston, all capital amateurs in their own way. The programme is no doubt the best they have presented, and everything went with a swing and relish. All the arrangements were splendid and everybody was satisfied. Dr. Leeson is especially to be congratulated on his excellent acting. It was pretty arranged and fairly got up, which all went to make the show a success in every detail.

All lovers of good music will no doubt be pleased to read the following, a cutting from one of the latest Home papers. I will write more about this in my next issue.

It is proposed, with the approbation and sanction of the German Government, the Prince and Princess of Wales, the Duke of Saxe-Coburg-Gotha, and the Princess Christian, to celebrate, in November next, the two hundredth anniversary of the death of Henry Purcell, and to raise an appropriate monument to his memory. For the memorial, it is proposed to provide a case for the organ in Westminster Abbey, where Purcell was organist for fifteen years, and

within the walls of which he lies buried. This proposal has received the assent of the Dean and Chapter of Westminster, and also of the Purcell Society. Mr. Pearson, R.A., has prepared a design, the cost of which is estimated at 2,000l., for the two divisions of the organ. Towards this amount the Dean and Chapter have promised 600l.

Brother Brady has given another concert in Batavia since I last mentioned him. From Java papers which have reached Hongkong I see that his audience joined vociferously in the chorus of 'Monte Carlo,' and hoped that Mr. Brady would quickly 'be a millionaire,' but that he would not break a bank in Batavia!

Mr. Brady's second entertainment in Batavia (that is to say, the second of the present series) was on the 27th November. This time it was called an 'aung-kong-dong-soiree-charivari,' and no doubt it was one. As the musical critic of Java very truly says, 'look geen drinkie beghoudt loest!' Don't it? The Governor General and his family attended, besides pretty nearly the whole community. The Hollanders seem to have a good general knowledge of English, and enjoy his songs immensely; but all the papers say—some of them in English, just to show that they know it as well as I know Dutch—that 'it is very hard work in a tropical climate.'

MUSICAL.
REUTER'S TELEGRAMS.
[Supplied to the 'China Mail'.]
London, December 17, 1896.
THE UNITED STATES AND THE VENEZUELAN DIFFICULTY.
President Cleveland, in his message to Congress, says that in view of Great Britain's refusal to accept arbitration in regard to the Venezuelan frontier, he recommends Congress to appoint a Commission to determine the true frontier. It would then be the duty of the United States to resist, by every means in their power, any attempt on the part of Great Britain to take territory which that Commission had adjudged as belonging to Venezuela. The President concluded by saying that he keenly realized the gravity of the possible consequences of this proposal. The message was heartily applauded by the Congress.

THE NEW CHIEF JUSTICE FOR HONGKONG.

Mr John Worrall Carrington, O.M.G., the present Attorney General of British Guiana, has been appointed Chief Justice of Hongkong.

THE SANITARY BOARD.

The ordinary fortnightly meeting of the Sanitary Board was held this afternoon. The Hon. F. A. Cooper, Director of Public Works, presided, and there were also present Mr. W. O. H. Hastings, Acting Superintendent of Police; Dr. J. M. Atkinson, Acting Colonial Surgeon; Dr. F. W. Clarke, Medical Officer of Health; Mr. N. J. Edo, and Mr. H. McCullum, Secretary.
A letter was read stating that the Government approved of the Board's proposals with regard to officers for Kowloon Police Depot, and would provide the money required in supplementary estimates.
An application for leave to erect a kitchen in a private lane, impeding the ventilation of houses on neighbouring property, was unanimously refused.
An application was received for permission to erect water closets at various godowns near East Point. The Medical Officer reported that the godown coolies habitually used various corners, especially the place adjoining, especially near a bakery. It was agreed to inform the applicant as to the requirements of the law and ask him what date he intended to comply with them.

PROGRESS OF THE SZECHUEN COMMISSION.

A letter, received last night, from a member of the Commission, dated at Ping Yang in Shansi, the 31st of October, states that all was going well. In Ping Yang they were cheerfully lodged in the Examination Hall; the only official resting-place there. The writer adds that, invariably, there is reserved for them the official residence, in Ping Yang, the highest official, a Consul or Magistrate, according to the age of the town, has ordered and had prepared for them a Chinese banquet which he attends, having been tried on several occasions with disastrous effect to ourselves, now that the host of Ping Yang is a member of the Commission.
The Commission exchange formal calls with the Governors of the Provinces into which they are proceeding. At Szechuen they have been received by the Governor, and will be leaving the following day for Tungkuang and Szechuan (from which places we have heard by telegram). At Szechuan they will be received by the Governor, and will be leaving the following day for Tungkuang and Szechuan (from which places we have heard by telegram). At Szechuan they will be received by the Governor, and will be leaving the following day for Tungkuang and Szechuan (from which places we have heard by telegram).

CHAMBER OF COMMERCE.

A CHARTER OF COMMERCE.

A charter letter has been received by the Kobe Japanese Chamber of Commerce from the Commercial and Industrial Department at Tokyo relative to a communication they had sent respecting certain matters from Mr. Jerome Dyer, the Australian trade commissioner, who visited Japan in the early part of the year. The letter expressed the proposed establishment of a Japanese Chamber of Commerce and Industry in Melbourne and Sydney for the exhibition of Japanese manufactures, and a dispute exists between Mr. Dyer and Japanese merchants as to the arrangement made respecting the payment of the expenses incurred. The Japanese say that Mr. Dyer agreed to defray the cost, and to see his influence to secure the admission of the Japanese to the duty-free line of duty. Mr. Dyer wants the Japanese Government to defray the expenses. The reply from the Department at Tokyo was that the Chamber of Commerce was not between the Chamber of Commerce and Mr. Dyer, the Chamber had better communicate with him directly if they had a grievance.—Kobe Chronicle.

THE DETENTION OF THE THALES.

OFFICIAL CORRESPONDENCE BETWEEN THE JAPANESE AND BRITISH GOVERNMENTS.

The *Official Gazette* publishes the following notes exchanged between Marquis Satonji, Minister for Foreign Affairs at Tokyo, and the British Minister in Tokyo, in reference to the detention and search of the British steamer *Thales* by the despatch boat *Yasugawa*.—
(From the British Minister to Marquis Satonji.)

Tokyo, October 24th, 1895.
The British steamer *Thales*, with 800 passengers, most of them women and children, left Fuzhou on October 20th. She was stopped by the Japanese cruiser *Yasugawa* at a point 15 nautical miles from Amoy at daylight on the following morning. The Captain of the cruiser sent to the *Thales* a party of his men, who demanded the delivery of seven of her passengers, against which request the Captain of the *Thales* protested. The Captain of the *Yasugawa*, thereupon, insisted upon the *Thales* permitting two of his officers on board, and after detaining the steamer for from 10 to 12 hours, let her proceed on her way to Amoy with the understanding that the passengers wanted by him should be placed at the disposal of the Japanese Consul at Amoy.
H.M.'s Consul at Amoy demanded that the passengers wanted by the captain of the *Yasugawa* be handed over to him, and on taking delivery of them he set them at liberty.

H.M.'s Minister has been instructed by his Government to ask the Japanese Government for an explanation of the Japanese man-of-war's action in having stopped and searched a British steamer on the high seas.

(From Marquis Satonji to the British Minister.)

Tokyo, Nov. 6, 1895.
H.M.'s Government has given very careful attention to the memorandum addressed on the 24th ult. by H.M.'s Minister regarding the matter of the detention and search of the British steamer *Thales* by the Japanese man-of-war *Yasugawa*.
No detailed explanation of the event in question has yet been able to come to hand. H.M.'s Government is, however, in possession of information regarding the facts of the case which is sufficient to lead it to recognize that the event occurred on the high sea and that the *Thales* was on her way from Fuzhou to Amoy.

View of the recent information now to hand, the Government is led to believe that the action of the man-of-war, which caused trouble, was a result of her commander's misunderstanding the instructions of the Government. Apart from this circumstance, the Government is not prepared to admit that the action of the *Yasugawa* was an infringement of the law of nations; the Government feel deep regret at the occurrence, and is prepared to give full compensation for the loss sustained by the *Thales* in consequence of the event in question.
H.M.'s Government will issue instructions to the men-of-war in order to prevent the recurrence of such an event. H.M.'s Government tenders its sincere thanks to H.M.'s Minister, who has been kind enough to call his attention to the event, and to the Japanese Government, which has explained and the compensation offered by H.M.'s Government.

Commenting on the *Thales* correspondence published in the *Official Gazette*, the *Yokohama Specie Bank* explains that the memorandum of the British Minister, the compilation originated in the action of Captain Hirasawa, commander of the steaming squadron, stopped and searched the British steamer *Thales*. The British Government, through Sir Ernest Satow, its Minister in Tokyo, demanded an explanation from the Japanese Government of the action of the *Yasugawa*, stating that it was contrary to the law of nations for any vessel to stop and search a vessel belonging to another country in time of peace. The Japanese Government replied that it was a violation of the law of nations, and that the action of the *Yasugawa* was an infringement of that law and moreover that the officers responsible for the matter would be duly punished and proper compensation be paid for the damage sustained by the *Thales*. The latter expressed the hope that the incident would be a lesson to the Japanese Government, and that the matter would be settled by the Japanese Government.

MORTALITY RETURNS.

For the week ended 30th November, the deaths in the Colony numbered 126, being at the rate of 26.9 per annum in every thousand of estimated population, as against 35.1 in the previous week and 16.4 in the corresponding week of last year.
For the week ended 7th December, the deaths in the Colony numbered 127, being at the rate of 26.9 per annum in every thousand of estimated population, as against 26.9 in the previous week and 20.1 in the corresponding week of last year.
Mr. Edo asked how it was that nine deaths were reported from the Tung Wa in one week from 11 cases unknown, when a medical doctor was supposed to visit the place daily.
Dr. Atkinson—So he does, but it is impossible to state the cause of death in many cases that are brought to the Tung Wa mortuary from outside. Inquiries are made but no post mortem examination is allowed.

A report was received recommending considerable alterations in the drainage of the reformatory. Agreed to serve notice accordingly.
The Board then considered slaughterhouse tenders privately.
This concluded the business.

WOMEN HAVE CERTAINLY ROOM ENOUGH TO LAUGH IN THEIR SLEEVES.

PIANOFORTE tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

W. Robinson and Co. are Special Agents for all the leading English and Continental Pianoforte Manufacturers.

HONGKONG REGISTER.

| | Previous On date at | On date at | On date at |
|-------------------|---------------------|-------------|------------|
| | Barometer | Thermometer | Humidity |
| Barometer | 30.22 | 30.36 | 30.16 |
| Thermometer | 81 | 82 | 82 |
| Humidity | 50 | 66 | 58 |
| Direction of Wind | SW | SW | SW |
| Force of Wind | 3 | 4 | 3 |
| Weather | 0 | 0 | 0 |
| Rain | — | — | — |

Barometer open at temperature on the 10th, 61°; lowest open air temperature on the 10th, 51°.

P. G. Price, Fort Amoy.

Hongkong Observatory, Dec. 10, 1896.

Temperature.

(Taken at Messrs Robinson & Co.'s Premises, Queen's Road.)

Hongkong, December 10, 1896.

Barometer—9 A.M. 30.16

Do 1 P.M. 30.10

Do 4 P.M. 30.07

Thermometer—9 A.M. 81

Do 1 P.M. 82

Do 4 P.M. 82

Do (Wet bulb) 66

Do (Wet bulb) 66

Do 10 P.M. 82

Do 11 P.M. 82

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Do 12 P.M. 82

Mails.

NORTHERN PACIFIC
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HONGKONG TO LONDON, \$400.
Excellent accommodation. First class Table. Doctors and Stewards carried.
HONGKONG TO NEW YORK, \$850.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky Mountains and Grand Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

| | | | |
|----------|-------|---------|----------|
| Hankow | 3,594 | Tuesday | Dec. 24. |
| Tacoma | 3,549 | Tuesday | Jan. 14. |
| Victoria | 3,197 | Tuesday | Feb. 11. |
| Hankow | 3,594 | Tuesday | Mar. 10. |
| Tacoma | 3,549 | Tuesday | April 7. |

THE Steamship HANKOW, Captain Onn, sailing at Noon, on TUESDAY, the 24th December, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KORE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, GARRELL & Co., Agents.
Hongkong, December 4, 1895. 2258

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 25th December, 1895, at Noon, the Company's S.S. SAGHALLIN, Commandant de GALT, with MAILS, PASSENGERS, SPOOLS, and CARGO, will leave this Port for the above places.

Cargo and SPOOLS will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m. SPOOLS and Parcels until 3 p.m. on the 24th December, 1895. (Parcels are not to be brought on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.
Hongkong, December 11, 1895. 2263

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

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LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
HALFSTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| | | |
|----------------|---------|-------------|
| Sachsen | Monday | January 1. |
| Karlsruhe | Monday | February 8. |
| Prinz Heinrich | Tuesday | March 8. |
| Freya | Tuesday | March 31. |
| Karlsruhe | Tuesday | April 28. |
| Sachsen | Tuesday | May 26. |
| Prinz Heinrich | Tuesday | June 23. |

ON MONDAY, the 8th day of January, 1896, at 3 p.m. the Company's S.S. SAXEN, Captain de GALT, with MAILS, PASSENGERS, SPOOLS, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Saturday, the 4th January, 1896, and SPOOLS will be received on board until Noon, on MONDAY, the 6th January, 1896, at 3 p.m. Parcels should be brought to the Agency's Office (with address marked in full) by 5 p.m., on Saturday, the 4th January, 1896. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50; and Parcels should not exceed 200 lbs. net weight.

The Steamer's splendid Accommodation and Service to Passengers and LUGGAGE can be watched on board.

For further Particulars, apply to
MELOERS & Co., Agents.
Hongkong, December 12, 1895. 2249

Mails.

Occidental & Oriental Steam-
Ship Company.

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|---|--------------------|----------|
| Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) | THURSDAY, Dec. 26, | at noon. |
| Sacris (via Nagasaki, Kobe, Inland Sea, and Yokohama) | TUESDAY, Jan. 14, | at noon. |
| Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama) | SATURDAY, Feb. 1, | at noon. |

THE Steamship COPTIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on THURSDAY, the 26th December, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Passengers should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, December 16, 1895. 2233

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|---|--------------------|----------------|
| City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama) | SATURDAY, Jan. 4, | 1896, at noon. |
| City of Yokohama (via Nagasaki, Kobe, Inland Sea, and Yokohama) | SATURDAY, Jan. 25, | 1896, at noon. |
| China (via Nagasaki, Kobe, Inland Sea, and Yokohama) | SATURDAY, Feb. 8, | 1896, at noon. |

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on SATURDAY, the 4th January, 1896, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Cargoes holding orders FOR OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Pacific Coasts of the United States, via the Overland Railway to Europe, Trinidad, and Demerara, and to points in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m., same day. All Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, December 17, 1895. 2244

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship
Formosa,
Captain HONG, will be
despatched for the above
Ports TO-MORROW, the 20th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARCAH & Co.,
General Managers.
Hongkong, December 19, 1895. 2285

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship
Ortega,
Captain POLYDOR, will be
despatched as above TO-
MORROW, the 20th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 19, 1895. 2277

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBÉ AND
NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship
Captain P. WITTE, will
leave for the above Ports
on or about FRIDAY, the 20th Instant.

For further Particulars, apply to
MELOERS & Co.,
Agents.
Hongkong, December 14, 1895. 2267

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship
Sachsen,
Captain H. SUMMER, due
returning at San Francisco for China or
German Mail about the 19th Inst., will leave
for the above place about 24 hours after
arrival.

For further Particulars, apply to
MELOERS & Co.,
Agents.
Hongkong, December 14, 1895. 2268

WARRACK LINE OF STEAMERS.

FOR KOBÉ AND YOKOHAMA.

The Steamship
Lemnos,
Captain WILLIAMSON,
will be despatched
for the above Ports on SATURDAY,
the 1st Instant, at Noon, instead of as
previously advertised.

For Freight or Passage, apply to
DODWELL, GARRELL & Co.,
Agents.
Hongkong, December 18, 1895. 2266

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Kutang,
Captain PAYNE, will be
despatched as above on
TUESDAY, the 24th Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, December 18, 1895. 2268

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Tener,
Captain RITZ, will be
despatched as above on
TUESDAY, the 24th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 18, 1895. 2268

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)

| | | |
|--------|--------|-----------|
| Altura | Friday | 27th Dec. |
|--------|--------|-----------|

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship
Altura
will be despatched hence
for VICTORIA, B.C.,
and PORTLAND, OREGON, via KOBÉ
and YOKOHAMA, on FRIDAY, the 27th
December.

Consular Invoices of Goods for United States Ports should be sent to the General Freight Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co.,
Agents.
Hongkong, December 17, 1895. 2280

SHELL LINE OF STEAMERS.

FOR HAVRE, LONDON AND
HAMBURG.

The Co.'s Steamship
Zetland,
Capt. N. HOGGAS, will
be despatched as above
on or about the 27th Instant.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.
Hongkong, December 10, 1895. 2281

SHELL LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

The Co.'s Steamship
Clara,
Capt. D. T. DAVIS, will
be despatched as above
on or about the 30th Instant.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.
Hongkong, December 12, 1895. 2244

Shipping.

Sailing Vessels.

FOR BALTIMORE.
The A.I.L. American Barque
Amy Turner,
Capt. WALLAND, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
SIEMSEN & Co.
Hongkong, December 11, 1895. 2238

FOR NEW YORK.

The 3/3 A.I.L. American Ship
Emily F. Whitney,
Capt. MANN, will load
here for the above Port, and will be
despatched by end of December.

The 100 A. 1 Steel 4-masted
Barque
Torrada,
BUEHMAN, Master, will load
here for the above Port, and will have
quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, November 21, 1895. 2170

FOR SAN FRANCISCO.

The 100 A. 1 British Ship
Brookfield,
FREDERSON, Master, will load
here for the above Port, and will have
quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, December 5, 1895. 2277

FOR NEW YORK.

The 3/3 A.I.L. American Ship
John R. Kelly,
Capt. CHAPMAN, having arrived,
will load here for the above
Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co.
Hongkong, November 21, 1895. 2172

FOR SALE.

FOR SALE.

Messrs. Kelly & Walsh's List

includes the following Works by Dr.
ETHEL:

EUROPE IN CHINA. The History of
Hongkong, from the beginning to the
year 1842. Hongkong, 1894. \$8.50.

HANDBOOK OF BUDDHISM: A
Sanskrit-Chinese Dictionary. Second
Edition. Hongkong, 1888. \$2.50.

THREE LECTURES ON BUDDHISM.
Third Edition. Hongkong, 1894. \$1.50.

PENGSEU. Rudiments of Chinese
Natural Science. Hongkong, 1873.
\$2.00.

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TON DIALECT. Four Volumes, with
Appendix. Hongkong, 1877. \$10.00.

CHINESE SCHOOLBOOKS. Translated.
I. The Primæval Classic. II. The
Thousand Words Poem. \$0.50 per set.

Hongkong, August 9, 1895. 1467

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JAPAN HAND-MADE PAPERS.

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JAPAN WALL PAPERS.

Price, \$1, \$2, &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894. 1

TO LET.

NO. 3, WEST VILLAS.

NO. 1, WEST TERRACE.

Apply to
G. C. ANDERSON.
Hongkong, December 4, 1895. 2284

TO LET.

LARKSPUR, UPPER RICHMOND ROAD.

Servants Rooms and Tennis Lawn.

Apply to
MR. L. SIMON,
Banque de l'Inde-Chine.
Hongkong, November 8, 1895. 2069

TO LET.

1ST FLOOR of No. 12, Queen's Road

CENTRAL, suitable for OFFICES or
DWELLING ROOMS.

No. 2, DUNDRELL STREET, suitable for
OFFICES or DWELLING ROOMS.

No. 2, Dundreull Street, suitable for
OFFICES or DWELLING ROOMS.

No. 25, Mosque Street.

Apply to
LINSTEAD & DAVIS.
Hongkong, November 30, 1895. 2223

TO LET.

DWELLING HOUSES—

HOUSES IN RYON TERRACE

OFFICES.

FIRST FLOOR, No. 7, PRAYA

CENTRAL, lately occupied by
Messrs. HOLLAND, WHE & Co.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENT CO., Ltd.

Hongkong, November 24, 1895. 221

CHAS. J. GARDNER & Co.

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METEOROLOGICAL
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BINOCULARS AND TELESCOPES.
KATZ'S LIQUID AND OTHER COMPASSES.
ADAM'S & TAYLOR'S CHARTS.
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.
Chow's & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY.
In great variety.
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DIAMOND JEWELLERY.
A Splendid Collection of the Latest Jewellery
Patented, at very moderate prices. 191

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UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne
4th 1714.)
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £120,000.
TOTAL INVESTED FUNDS EXCEED £2,619,000.
TOTAL ANNUAL INCOME, £774,540.

THE Undersigned, having been appointed
AGENTS of the above Society in Hong-
kong, is prepared to issue POLICIES against
FIRE on the usual terms.

HARRY WICKING,
Praya Central.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
Total Funds at 31st December, 1894,
£1,171,018 2s. 2d.

Authorized Capital, £2,000,000.0.0.
Subscribed Capital, £2,750,000.0.